

GENERAL NEWS
OF INDUSTRIES

A revival of Cape May's former popularity as a summer resort is anticipated as a direct result of the increased and improved railway facilities which will be supplied by the new South Jersey railroad, just being completed, and we may expect to hear a great deal of Cape May during the summer. The South Jersey railroad extends from Vineland Junction, on the Reading railroad's Atlantic City line, to Cape May, with branches to Sea Isle City, Ocean City, Avalon, Wildwood and other resorts. It has been in operation to Sea Isle City nearly a year, and will be opened to Cape May on Saturday June 23, the remaining points to be reached later in the year. The new line to Cape May is described as "straight as a string and level as a table," substantially constructed, with a view to the highest speeds, and materially shorter than any other road to the Cape. The equipment is all new. Hard coal locomotives of the speediest type, and cars of novel and remarkably elegant construction, will compose the flying express trains, and it is promised that a very considerable shortening of the time will be effected. The Philadelphia stations of the new road are the Reading railroad's, at Chestnut street and South street wharves, and through tickets to Cape May by the South Jersey railroad route will be sold at the principal stations of the Reading, Baltimore and Ohio, and New Jersey Central railroads.

A reminiscence of Lackawanna trainmen, talking recently with a Scranton Times reporter, recalled a singularly far run made on that road in June, 1885. "At that time," the trainman said, "General Manager Hallsted took a party of guests over the road to show them what could be done on it and he surprised them and himself too. I guess, the party consisted of the late Jay Gould, William H. Vanderbilt, Cyrus W. Field and Sidney Dillon, together with their families. The party started from New York at 9 a. m., and engineer Tom Milan, of Elmira, pulled them into Buffalo at 4:57, three minutes ahead of schedule time, making the run in seven hours and fifty-seven minutes. You must remember, too, that the road was not in as good condition then for making fast time as it is now, and I regard that run as a most extraordinary one. Engineer V. N. Seely pulled the train from New York to Binghamton, George Slocum from Binghamton to Elmira, and Thomas H. Allen from Elmira to Buffalo. Tom, I remember, took the train twenty minutes behind time and made it up and three minutes to spare. He slipped along a mile a minute, and still didn't suit Mr. Hallsted. He wanted to go faster, and sent word to Tom to that effect. Well, for the next twenty minutes he let the train keep on at the rate of from fifty to fifty-two seconds to the mile, which satisfied even Mr. Hallsted. I don't know how the other engineers fared, but it wasn't all smooth sailing from here to Buffalo, N. Y. A stop of nine seconds had to be made at Corning for water, and a big trestle, 2,000 feet long, had to be crossed at the rate of four miles an hour. That is gone now and fast time can be made where it formerly stood. There were no interlocking switches in those days, either, and he had to make two dead stops at Mr. Morris and one at Erwin, where tracks of other roads were crossed. I don't want to be thrice discredited on later runs, but the one of '85 ought not to be forgotten."

Within a few days the Reading Coal and Iron company's Potomac foundry will resume. This department shut down about fourteen months ago, since which time, no work, except that in the brass department, with less than a dozen men, has been done there. There were originally about 100 men employed at this foundry and its suspension was due to the vigorous retrenchment policy adopted at that time by the receivers of the Reading company. The resumption may be only temporary. The company is short of pipe, and this branch of work will constitute the principal part of the "shape" manufactured.

It is reported to the Pittston Gazette that Simpson & Watkins are negotiating for the lease or purchase of the Pettibone mine of the Delaware, Lackawanna and Western Railroad company at Dorchester. This mine is one of the best conducted collieries in Luzerne county and would be valuable to Simpson & Watkins because of its proximity to several hundred acres of coal land owned by them and now reached through the opening at Forty Fort.

MINOR INDUSTRIAL NOTES:
The New England company has finally purchased 5,000 tons of anthracite.
Lackawanna directors meet today to declare its regular quarterly dividend of 15¢ per cent.
The Pullman cars now run between Indianapolis and New York, over the Pennsylvania line, and the new vestibule pattern and elegant in every particular.
Samuel M. Down, of March Chunk, has been appointed to the position of train runner for the Delaware, Susquehanna and Schuylkill railroads, better known as Cox's road, and left for Home Junction this morning to at once begin his duties. His office will be located at Home Junction and he will reside in Drifton.

A company of Binghamton capitalists has purchased a large tract of timber land near Crystal Lake, Pa. This tract is three miles in circumference. A party of eleven men is now at work building a steam saw mill, and the work of converting the forest into lumber will be commenced immediately.
B. J. Wilmoth, of the Western New York and Pennsylvania, has made a settlement on behalf of the company with each of the seventy-eight persons injured last July in the wreck at East Aurora. The total amount required to make these settlements, it is said, was \$30,000. None of the injured persons took the matter into court.

WEAK MEN YOUR ATTENTION
IS CALLED TO THE
Great English Remedy,
Gray's Specific Medicine
IF YOU SUFFER FROM NERVOUS DEBILITY, LOSS OF VIGOR, DYSPEPSIA, HEADACHE, BRUISES, RHEUMATISM, AND ALL DISORDERS ARISING FROM OVER-EXERCISE AND EXHAUSTION, OR FROM LOSS OF NERVE AND POWER, DIZZINESS, PRESENCE OF OLD AGE AND MANY OTHER DISEASES THAT LEAD TO INEFFECTUALITY OR CONSUMPTION, AND AN EARLY GRAVE, ADDRESS GRAY'S MEDICINE CO., BUFFALO, N. Y. The Specific Medicine is sold by all druggists at 50¢ per package, or for \$5.00 sent by mail on receipt of money and with every \$5.00 order. **WE GUARANTEE** A cure or money refunded. **WE GUARANTEE** An account of counterfeits we have adopted the Yellow Wrapper, the only genuine. Sold in Scranton by Matthews Drug.

eight ten-wheeled locomotives arrive. Four of the heavy engines received some time ago will be retained by the Delaware, Susquehanna and Schuylkill and used to run coal between the Lumber Yard and Packerton.
On Sunday, June 3, the Ontario and Western had one of its "busy days." On that day 21,000 cars of coal passed over the Scranton division to Hancock and was transferred to the main line for shipment west. The company has many Chicago orders and is keeping its breaker machinery and rails in efficient order to keep pace with the demand for anthracite.

REAL FAITH never grows weak by having to wait. Sufferers taking Hood's Sarsaparilla for skin complaints should be patient and the result will be satisfactory. Hood's Cures.

HOOD'S PILLS act easily, yet promptly and efficiently, on the liver and bowels. See

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.
NEW YORK, June 21.—Speculation on the stock exchange was quiet again today. The tendency of prices during the greater part of the day was downward. The engagement of \$5,000,000 gold for shipment and a belief that next week's exports will be heavy had a depressing effect on the market. Attention started off firm and at first the reorganization plan was favorably received. Later on London sold the stock and local holders also appeared as sellers. The common rose fractionally to 65¢, fell to 55¢ and left off at 63¢. In the early trading the general list moved up 1/4 to 1/2, Union Pacific and Erie leading. A rise on Chicago Gas. The wheat market was depressed from 70 3/4 to 70 1/2, destroyed the good feeling and a reaction set in. Sugar was lower and prices fell from 18 1/2 to 18 1/4, with a subsequent recovery to 18 1/2. Four of a sub-burn flight over the sugar schedule in the house accounts for the selling of the stock. The bars also tried their hand at Missouri Pacific and forced it down from 37 1/2 to 36 1/2, but at the close a rally to 36 3/4. Toward the close a firmer tone prevailed and a rally of 1/4 to 1/2 per cent. took place. Speculation left off firm. Net changes for the day show declines of 1/4 to 1 1/2, Chicago Gas leading. Total sales were 160,000 shares.

The following complete table, showing the day's fluctuations in active stocks is supplied, and revised daily by L. A. Fuller, stock broker, 121 Wyoming avenue:

| | Open. | High. | Low. | Close. |
|------------------------|---------|---------|---------|---------|
| Am. Cot. Oil..... | 27 1/2 | 27 1/2 | 27 1/2 | 27 1/2 |
| Am. Sugar..... | 97 1/2 | 98 | 97 1/2 | 98 |
| Am. Tobacco..... | 50 1/2 | 51 | 50 1/2 | 51 |
| Am. Cotton..... | 6 1/2 | 6 1/2 | 6 1/2 | 6 1/2 |
| Cent. N. Y..... | 107 1/2 | 107 1/2 | 107 | 107 1/2 |
| Q. B. & C..... | 73 1/2 | 74 1/2 | 73 1/2 | 74 1/2 |
| Chil. Gas..... | 78 1/2 | 79 1/2 | 78 1/2 | 79 1/2 |
| Col. Hook. & L. W..... | 108 1/2 | 109 | 108 1/2 | 109 |
| D. & F. W..... | 108 1/2 | 109 | 108 1/2 | 109 |
| Dr. L. & W..... | 21 | 21 | 20 1/2 | 21 |
| Erie..... | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 |
| G. & Z. Co..... | 20 | 20 | 19 1/2 | 20 |
| Gen. S. & W..... | 45 1/2 | 46 | 45 1/2 | 46 |
| L. & N..... | 47 1/2 | 48 1/2 | 47 1/2 | 48 1/2 |
| Manhattan..... | 110 | 117 | 116 | 116 1/2 |
| Met. E. & N. Y..... | 108 1/2 | 109 | 108 1/2 | 109 |
| Nat. Lead..... | 39 | 39 1/2 | 39 | 39 1/2 |
| N. Y. & N. E..... | 108 1/2 | 109 | 108 1/2 | 109 |
| N. Y. & W..... | 108 1/2 | 109 | 108 1/2 | 109 |
| N. Y. & O. & W..... | 108 1/2 | 109 | 108 1/2 | 109 |
| N. Y. & S. & W..... | 108 1/2 | 109 | 108 1/2 | 109 |
| North Pac..... | 37 1/2 | 38 | 37 1/2 | 38 |
| North Pac. pt..... | 13 1/2 | 13 1/2 | 13 1/2 | 13 1/2 |
| Pac. Ind..... | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 |
| Reading..... | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 |
| Rock Island..... | 68 1/2 | 69 | 68 1/2 | 69 |
| S. & N. E..... | 108 1/2 | 109 | 108 1/2 | 109 |
| St. Paul..... | 69 1/2 | 69 1/2 | 69 1/2 | 69 1/2 |
| T. C. & L..... | 19 1/2 | 19 1/2 | 19 1/2 | 19 1/2 |
| Union Pac..... | 11 | 11 | 10 1/2 | 11 |
| Wabash P..... | 15 | 15 | 14 1/2 | 15 |
| W. & L. E..... | 84 | 84 | 83 1/2 | 84 |
| W. & L. E. pt..... | 41 | 41 1/2 | 41 | 41 1/2 |

Chicago Grain and Provisions.
Scranton, June 21.—The following quotations are supplied and corrected daily by L. A. Fuller, stock broker, 121 Wyoming avenue:

| WHEAT | July | Sept. | Dec. |
|---|--------|--------|--------|
| Opening <td>60 1/2</td> <td>60 1/2</td> <td>60 1/2</td> | 60 1/2 | 60 1/2 | 60 1/2 |
| High <td>60 1/2</td> <td>60 1/2</td> <td>60 1/2</td> | 60 1/2 | 60 1/2 | 60 1/2 |
| Low <td>60 1/2</td> <td>60 1/2</td> <td>60 1/2</td> | 60 1/2 | 60 1/2 | 60 1/2 |
| Closing <td>60 1/2</td> <td>60 1/2</td> <td>60 1/2</td> | 60 1/2 | 60 1/2 | 60 1/2 |

WHEAT. July, Sept., Dec.
Opening 60 1/2, 60 1/2, 60 1/2
High 60 1/2, 60 1/2, 60 1/2
Low 60 1/2, 60 1/2, 60 1/2
Closing 60 1/2, 60 1/2, 60 1/2

NEW YORK PRODUCE MARKET.
NEW YORK, June 21.—FLOUR—Quiet, steady.
WHEAT—More active for export, firm. No. 2 red, 60¢; No. 2 white, 59¢; No. 2 white, 58¢; No. 2 white, 57¢; No. 2 white, 56¢; No. 2 white, 55¢; No. 2 white, 54¢; No. 2 white, 53¢; No. 2 white, 52¢; No. 2 white, 51¢; No. 2 white, 50¢; No. 2 white, 49¢; No. 2 white, 48¢; No. 2 white, 47¢; No. 2 white, 46¢; No. 2 white, 45¢; No. 2 white, 44¢; No. 2 white, 43¢; No. 2 white, 42¢; No. 2 white, 41¢; No. 2 white, 40¢; No. 2 white, 39¢; No. 2 white, 38¢; No. 2 white, 37¢; No. 2 white, 36¢; No. 2 white, 35¢; No. 2 white, 34¢; No. 2 white, 33¢; No. 2 white, 32¢; No. 2 white, 31¢; No. 2 white, 30¢; No. 2 white, 29¢; No. 2 white, 28¢; No. 2 white, 27¢; No. 2 white, 26¢; No. 2 white, 25¢; No. 2 white, 24¢; No. 2 white, 23¢; No. 2 white, 22¢; No. 2 white, 21¢; No. 2 white, 20¢; No. 2 white, 19¢; No. 2 white, 18¢; No. 2 white, 17¢; No. 2 white, 16¢; No. 2 white, 15¢; No. 2 white, 14¢; No. 2 white, 13¢; No. 2 white, 12¢; No. 2 white, 11¢; No. 2 white, 10¢; No. 2 white, 9¢; No. 2 white, 8¢; No. 2 white, 7¢; No. 2 white, 6¢; No. 2 white, 5¢; No. 2 white, 4¢; No. 2 white, 3¢; No. 2 white, 2¢; No. 2 white, 1¢; No. 2 white, 0¢; No. 2 white, -1¢; No. 2 white, -2¢; No. 2 white, -3¢; No. 2 white, -4¢; No. 2 white, -5¢; No. 2 white, -6¢; No. 2 white, -7¢; No. 2 white, -8¢; No. 2 white, -9¢; No. 2 white, -10¢; No. 2 white, -11¢; No. 2 white, -12¢; No. 2 white, -13¢; No. 2 white, -14¢; No. 2 white, -15¢; No. 2 white, -16¢; No. 2 white, -17¢; No. 2 white, -18¢; No. 2 white, -19¢; No. 2 white, -20¢; No. 2 white, -21¢; No. 2 white, -22¢; No. 2 white, -23¢; No. 2 white, -24¢; No. 2 white, -25¢; No. 2 white, -26¢; No. 2 white, -27¢; No. 2 white, -28¢; No. 2 white, -29¢; No. 2 white, -30¢; No. 2 white, -31¢; No. 2 white, -32¢; No. 2 white, -33¢; No. 2 white, -34¢; No. 2 white, -35¢; No. 2 white, -36¢; No. 2 white, -37¢; No. 2 white, -38¢; No. 2 white, -39¢; No. 2 white, -40¢; No. 2 white, -41¢; No. 2 white, -42¢; No. 2 white, -43¢; No. 2 white, -44¢; No. 2 white, -45¢; No. 2 white, -46¢; No. 2 white, -47¢; No. 2 white, -48¢; No. 2 white, -49¢; 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No. 2 white, -403¢; No. 2 white, -404¢; No. 2 white, -405¢; No. 2 white, -406¢; No. 2 white, -407¢; No. 2 white, -408¢; No. 2 white, -409¢; No. 2 white, -410¢; No. 2 white, -411¢; No. 2 white, -412¢; No. 2 white, -413¢; No. 2 white, -414¢; No. 2 white, -415¢; No. 2 white, -416¢; No. 2 white, -417¢; No. 2 white, -418¢; No. 2 white, -419¢; No. 2 white, -420¢; No. 2 white, -421¢; No. 2 white, -422¢; No. 2 white, -423¢; No. 2 white, -424¢; No. 2 white, -425¢; No. 2 white, -426¢; No. 2 white, -427¢; No. 2 white, -428¢; No. 2 white, -429¢; No. 2 white, -430¢; No. 2 white, -431¢; No. 2 white, -432¢; No. 2 white, -433¢; No. 2 white, -434¢; No. 2 white, -435¢; No. 2 white, -436¢; No. 2 white, -437¢; No. 2 white, -438¢; No. 2 white, -439¢; No. 2 white, -440¢; No. 2 white, -441¢; No. 2 white, -442¢; No. 2 white, -443¢; No. 2 white, -444¢; No. 2 white, -445¢; No. 2 white, -446¢; No. 2 white, -447¢; No. 2 white, -448¢; No. 2 white, -449¢; No. 2 white, -450¢; No. 2 white, -451¢; No. 2 white, -452¢; 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